

Church, or the members of the Lutheran Church, or the members of any other religious body see fit to establish, through their own resources, an institution of learning for the instruction of youth, and they want the youth of that institution to be taught by persons they regard as Christian professors, even in nonreligious subjects such as mathematics or trigonometry or philosophy, they should have the unqualified right to do that."

Accordingly, Professor Rogers concludes: "The 1972 legislative history reveals that the lead sponsors of the 702 amendment rallied support for their amendments by offering examples of religious institutions that they said did not receive government financial aid, but were supported with private funds. Far from supporting [religious discrimination in publicly funded jobs], this evidence cuts directly against it. Thus, any suggestion that the 1972 legislative history offers support for allowing religious organizations to make religion-based employment decisions with regard to government-funded positions is simply incorrect."

So, if those most interested in this amendment to the 1964 Civil Rights Act would go back and look at the debate, he or she would find that Senators Ervin and Allen were rallying support for broadening the 702 exemption by referring to religious institutions that they said were supported with private money.

But we are not talking about those kinds of situations today. Instead, we are talking about the people's money, the American tax dollar, and I think there is a huge difference there.

75TH ANNIVERSARY OF THE LEAGUE OF UNITED LATIN AMERICAN CITIZENS

HON. NANCY PELOSI

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 24, 2004

Ms. PELOSI. Mr. Speaker, congratulations to the League of United Latin American Citizens on 75 years of outstanding service. Your work has improved the lives of millions of Hispanic Americans and has benefited our entire country.

Seventy-five years ago, the founders of the League of United Latin American Citizens, better known as LULAC, joined together to establish an organization that would become the largest, oldest and most successful Hispanic civil rights and service organization in the United States. Since its inception on February 17, 1919, in Corpus Christi, Texas, LULAC has championed the cause of Hispanic Americans in education, employment, economic development and civil rights.

LULAC has developed a comprehensive set of nationwide programs fostering educational attainment, job training, housing, scholarships, citizenship, and voter registration. Its members throughout the Nation have developed a tremendous track record advancing the prosperity and civil rights of the Hispanic population of the United States. LULAC's legislative platform promotes humanitarian relief for immigrants, increased educational opportunities for our youth, and equal treatment for all Hispanics in the United States and its territories, including the Commonwealth of Puerto Rico.

This year the League of United Latin American Citizens will celebrate 75 years of com-

munity service to increase educational opportunities and improve the quality of life for Hispanic Americans. I am proud to join my colleagues in the Congressional Hispanic Caucus, the LULAC membership, and Americans across the country in commending LULAC on 75 years of service and the great contributions LULAC has made to our country.

PERSONAL EXPLANATION

HON. DOUG BEREUTER

OF NEBRASKA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 24, 2004

Mr. BEREUTER. Mr. Speaker, on February 3, 2004, this Member unavoidably missed Roll Call vote No. 14 on H.J. Res. 84, a resolution honoring former President Ronald Reagan on the occasion of his 93rd birthday. Had this Member been present, this Member would have voted "aye."

TRIBUTE TO RUSSELL J. RICE

HON. GARY G. MILLER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 24, 2004

Mr. GARY G. MILLER of California. Mr. Speaker, I rise to pay tribute and honor the achievements of Russell J. Rice, Chief of Police for the city of Placentia, California, who is retiring after 30 years of exemplary service.

Chief Rice's leadership and impressive record of academic career and civic involvement has earned the admiration and respect of all those who have had the privilege of working with him. He was named P.O.S.T. Command College, Outstanding Student for Academic Achievement, Class 18, 1994; City of Placentia, Employee of the Year, 1986; Placentia Police Officer's Association, Officer of the Year, 1985; and Disabled American Veterans, Outstanding Police Officer, 1984 and 1985.

I would like to congratulate Chief Rice on these many accomplishments and sincerely thank him for his ongoing commitment to the community, which he has served so admirably.

TRIBUTE TO BARRY HIRSCHFELD

HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 24, 2004

Mr. McINNIS. Mr. Speaker, it is my honor to rise before this body of Congress and this nation to pay tribute to the Hirschfeld family's impressive tradition of business excellence and philanthropy in Colorado. For over three generations, the Hirschfeld's have dedicated their time and efforts toward improving their Denver community. In acknowledgment of the family's many contributions, Barry Hirschfeld, his father Edward, and grandfather A.B. were recently inducted into the Colorado Business Hall of Fame.

The Hirschfeld legacy began when A.B. founded the A.B. Hirschfeld Press Company in

1907 by printing business cards with a hand press. It has grown to one of the largest printing companies in the area, employing 150 members of the community, and boasts annual earnings of \$23 million. The Hirschfeld's entrepreneurial spirit guided them into a number of other prominent business ventures. A.B.'s love for sports resulted in his co-ownership of the Denver Broncos and Denver Bears. Edward's interest in telecommunications led him to start a local television station, and he was instrumental in helping to bring cable television to Denver through Mile High Cable. Barry, the current president of Hirschfeld Press, took an early interest in telecommunications as well, starting a car phone company in 1984, and has pursued various real estate interests throughout the Denver region.

The Hirschfeld family is also well known for their philanthropic endeavors. A.B. served on no less than fifty civic organizations during his life, and founded the Denver Housing Authority, which has worked to help low-income families. Edward actively participated in numerous Jewish and social organizations, was a co-founder of the Hundred Club of Denver, and served as board chairman of Mile High United Way. Today, Barry and his wife Arlene tirelessly devote their efforts to numerous community activities and charitable organizations, such as the Boettcher Foundation and aiding in the creation of the Scientific & Cultural Facilities District.

Mr. Speaker, the drive the Hirschfeld family has shown in their business and charitable activities have made them true civic leaders in their community. For nearly a century, the Hirschfeld family has left an indelible mark of excellence on the City of Denver and the State of Colorado. It is my privilege to extend my sincere congratulations to the Hirschfeld's on their induction into the Colorado Business Hall of Fame.

RECOGNIZING KENNETH E. LEE FOR ACHIEVING THE RANK OF EAGLE SCOUT

HON. SAM GRAVES

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 24, 2004

Mr. GRAVES. Mr. Speaker, I proudly pause to recognize Kenneth E. Lee, a very special young man who has exemplified the finest qualities of citizenship and leadership by taking an active part in the Boy Scouts of America, Troop 167, and in earning the most prestigious award of Eagle Scout.

Kenneth has been very active with his troop, participating in many scout activities. Over the years Kenneth has been involved with scouting, he has earned 39 merit badges and is a Firebuilder in the Tribe of Mic-O-Say. He served on Cub Scout Camp staff for 5 years. Kenneth has also attended the National Scout Jamboree at Fort A.P. Hill in Virginia and the Junior Leader Training Conference at the Pony Express Council.

For his Eagle Scout project, Kenneth built a handicap ramp for the Winston United Methodist Church.

Mr. Speaker, I proudly ask you to join me in commending Kenneth E. Lee for his accomplishments with the Boy Scouts of America

and for his efforts put forth in achieving the highest distinction of Eagle Scout.

HONORING UNC TV MANAGER TOM
HOWE

HON. DAVID E. PRICE

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 24, 2004

Mr. PRICE of North Carolina. Mr. Speaker, I rise to acknowledge the contributions of one of North Carolina's most tenacious and visionary leaders: Tom Howe.

Many North Carolinians might not recognize Tom's name, but they surely have seen his work. Tom is the Director and General Manager of UNC-TV, our state's highly respected public television network. Last month, he received the Governors' Award for Lifetime Achievement from the Nashville/MidSouth Chapter of the National Academy of Television Arts and Sciences. This prestigious Emmy award is given annually to recognize an "outstanding industry leader," a designation that fits Tom perfectly.

For more than a decade, Tom has presided over our state's 11-station public television network, bringing us comprehensive coverage of public affairs and a deepened understanding of North Carolina's past, present, and future.

I have had the privilege of working with Tom in the policy arena. He fought a courageous and somewhat lonely battle for years for equitable treatment for UNC-TV and other systems similarly situated from the Corporation for Public Broadcasting and the Public Broadcasting System. The successful resolution of this matter is still yielding benefits and will for years to come. More recently, Tom has spoken out effectively on the preservation of localism and community standards on our airwaves in the context of the Federal Communications Commission's decision on media concentration.

Tom has been ahead of the curve in television's digital conversion, anticipating industry trends and leading the way in innovative technology. Not only has he beaten the FCC deadline for digital conversion, he has also brought 4-channel multicasting to UNC-TV, ensuring even greater coverage and enhanced educational opportunities for viewers. His dedication and persistence have ensured that UNC-TV continues to be an exemplary network, both in terms of the technology he utilizes and the programs he broadcasts.

Tom Howe knows television, and he uses the power of the medium to effect positive change: to inform, to educate, and to bring viewers the kind of meaningful programming that is increasingly hard to find. I congratulate him for this well-deserved award, and I thank him for his commitment and leadership.

HONORING DAVID E. SCHAFFER

HON. DON YOUNG

OF ALASKA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 24, 2004

Mr. YOUNG of Alaska. Mr. Speaker, I rise today to recognize a most distinguished public

servant, Mr. David E. Schaffer, Senior Counsel on the Transportation Committee's Aviation Subcommittee. Mr. Schaffer is retiring after twenty-six years of Federal service, including the past 20 years with the Committee. His unmatched knowledge in the field of aviation, as well as his engaging personality, will be sorely missed in the halls of Congress. David's work stands as a prime example of the good that can be accomplished through public service. The American people have been quite fortunate to have Mr. Schaffer's expertise and guidance throughout his career. Every single aviation law passed in the last two decades is marked with David's creative ideas and approaches. As an attachment to my remarks, a list of all aviation laws passed during David's tenure is included.

David's ability to work with people on both sides of the aisle serves as a major reason for the overwhelming bipartisan support aviation legislation has gathered over the last twenty years. His evenhanded and steady demeanor, as well as his thoughtful approach to a matter ensures that all ideas are heard, and that every opinion is considered. The relationships that David has cultivated among both government and industry officials has allowed for a free exchange of ideas on a wide variety of issues. Such exchanges have helped foster the growth of our nation's aviation industry. He has earned an immeasurable amount of respect from everyone with whom he has worked, including Members of Congress, staff, and those in the transportation community.

David began his career in public service in 1978, when he joined the Office of General Counsel of the Civil Aeronautics Board as an attorney, specializing in rules, legislation, and litigation involving small community air service, international air service, consumer protection, and charters. In 1984, he began work with the Aviation Subcommittee as an Assistant Minority Counsel in 1992, and Majority Counsel in 1995. Throughout his tenure with the Aviation Subcommittee, he has been involved in all aspects of aviation legislation, including safety, security, airline competition, international air service, the Airport Improvement Program, air traffic control modernization, Federal Aviation Administration reform, and oversight of the Federal Aviation Administration, Transportation Security Administration, and the National Transportation Safety Board.

David's leadership proved critical in the weeks following the events of September 11, 2001. His experience played an essential role in creating the Aviation and Transportation Security Act, which helped restore confidence to the flying public. In a most precarious time for our nation, we were extremely fortunate to have someone like David Schaffer assisting us. Most recently, his assistance led to the successful passage of Vision 100, the FAA Reauthorization Act, which will have a lasting effect on the aviation industry for years to come.

Mr. Speaker, I ask all of my colleagues to join me in celebrating the retirement of David Schaffer, and wish him well in whatever venture he seeks next. I would also like to offer an extended note of gratitude on behalf of the previous Chairmen of the Transportation Committee and Aviation Subcommittee whom David has served with great distinction. We wish you good luck and again say thank you for all you have done for both the Congress as well as the American people.

AVIATION LAWS PASSED DURING DAVID
SCHAFFER'S TENURE

108th Congress

H.R. 2115, Vision 100—Century of Aviation Reauthorization Act

S. 579, National Transportation Safety Board Reauthorization Act of 2003

107th Congress

H.R. 2926, Air Transportation Safety and System Stabilization Act

S. 1447, Aviation and Transportation Security Act

106th Congress

H.R. 1000, Wendell H. Ford Aviation Investment and Reform Act for the 21st Century

S. 2440, Airport Security Improvement Act of 2000

105th Congress

H.R. 2476, To amend title 49, United States Code, to require the National Transportation Safety Board and individual foreign air carriers to address the needs of families of passengers involved in aircraft accidents involving foreign air carriers.

H.R. 2626, To make clarifications to the Pilot Records Improvement Act of 1996, and for other purposes.

H.R. 2843, Aviation Medical Assistance Act of 1998

104th Congress

H.R. 3159, National Transportation Safety Board Amendments of 1996

H.R. 3539, Federal Aviation Authorization Act of 1996

103rd Congress

H.R. 904, To amend the Airport and Airway Safety, Capacity, Noise Improvement, and Inter-nodal Transportation Act of 1992 with respect to the establishment of the National Commission to Ensure a Strong Competitive Airline Industry.

H.R. 2440, Independent Safety Board Act Amendments of 1994

H.R. 2739, Federal Aviation Administration Authorization Act of 1994

S. 1458, General Aviation Revitalization Authorization Act of 1994

102nd Congress

H.R. 5481, FAA Civil Penalty Administrative Assessment Act of 1992

H.R. 6168, Airport and Airway Safety, Capacity, Noise Improvement, and Intermodal Transportation Act of 1992

101st Congress

H.R. 968, Noise Reduction Reimbursement Act of 1989

H.R. 5732, Aviation Security Improvement Act of 1990

H.R. 3671, To amend the Federal Aviation Act of 1958 to extend the civil penalty assessment demonstration program.

H.R. 5131, To amend the Federal Aviation Act of 1958 to extend the civil penalty assessment demonstration program, and for other purposes.

100th Congress

H.R. 2310, Airport and Airway Improvement Amendments of 1987

S. 623, Independent Safety Board Act Amendments of 1987

S. 1628, An original bill to extend the Aviation Insurance Program for 5 years

99th Congress

S. 2703, Air Carrier Access Act of 1986

98th Congress

H.R. 5297, Civil Aeronautics Board Sunset Act of 1984

S. 197, A bill to direct the Secretary of the Department of Transportation to conduct an independent study to determine the adequacy of certain industry practices and Federal Aviation Administration rules and regulations, and for other purposes.